WASHINGTON.

Elaborate Financial Policy of the Secretary of the Treasury.

A COIN RESERVOIR.

Proposal to Give the Nation Honest Paper Money.

REPEAL THE LEGAL TENDER CLAUSE.

Democrats Bent on Amending the Federal Election Laws.

THE UTE PROBLEM.

FROM OUR SPECIAL CORRESPONDENT.

WASHINGTON, Dec. 11, 1879. SECRETARY SHERMAN'S VIEWS CONCERNING THE LEGAL TENDER CLAUSE-CONGRESS SHOULD REPRAL IT-A STABLE PINANCIAL SYSTEM FOR

Your correspondent has Secretary Sherman's per mission to send the following report of a conversa tion held with the Secretary last evening. It will be served that Mr Sherman explained in this converention at some langth and at your correspondent's request, what he thinks would be the practical effect of the repeal of the legal tender clause, why he believes that it ought now to be repealed and by Congress rather than by the Supreme Court, and what is the nature of the financial system which he thinks desirable to see established.

Your correspondent asked the Secretary:-"Did I correctly state in the HERALD what you said to me the other day about the repeal of the legal tender quality of United States notes?"

The SECRETARY-You did. The position taken by me in the annual report in favor of the repeal of the legal tender clause as to United States notes was taken after full reflection. I could easily have avoided and evaded the subject by confining myself to the good results of resumption and refunding, but I feel that my official position obliged me to be frank and explicit on this, the most important financial question of the future. I believe that my recommendation will stand the test of time, and will in due time be approved by Congress and the people.

CORRESPONDENT-Is there any difference between you and the President on this matter?

GOLD AND SILVER VERSUS PAPER MONEY. The SECRETARY-Certainly the Message of the President and my report do show a difference of opinion between us on one important point, but not as to the legal tender clause. He believes that a policy should be adopted gradually to retire the United States notes, and to confine the operations of the government in issuing money to the coinage of gold and silver. I believe that it is both politic and right for the United States to maintain in circulation a carefully limited amount of United States notes always redeemable in coin, supported by ample reserves in coin and supplemented by the circulating notes of national banks. Whether you call them greenbacks, Treasury notes or coin certificates, they are an essential part of the national currency. The government alone can maintain intact a coin reserve sufficiently large to support such a currency at par with coin. The saving of interest on the notes would more than compensate the cost of such a reserve. Banks and country among 2,000 banks it would be attacked in detail, and the failure of a few banks would impair confidence in and destroy the whole system. Banks can properly and ought to supply a large portion of the currency to meet the ebb and flow of business, but to make assurance doubly sure the government must hold in its vaults, under all the safeguards of the Sub-Treasury laws, a coin reserve. and one ample enough and concentrated beyond the rouch of private speculation to meet any probable demands that could be made upon it. When it does this I do not see why it ought not to have the benefit of the saving of interest on so much of the public debt as is represented by United States notes. AN OVERISRUE OF NOTES NOT PEARED.

CORRESPONDENT-But is there not constant danger that Congress will authorize an overissue of notes? The SECRETARY-Yes: Congress might dissipate the reserve or increase too greatly the notes to be issued; but this danger is greatly exaggerated. Congress can only act after long debate in the face of public opinion and with the approval of the Executive. The danger from Congress is far less than might come from the independent action of private corporations scattered over the whole country, tempted by private interests to overissue, and incapable of combined action during a panic or a drain of coin. The best way to guard against an overissue by Congress is to take from the notes the legal tender quality given them during the war, and which no sensible man has attempted to justify except as a pecessity of a war during severe financial stringency. United States notes such as I described. without the legal tender clause, will have universal credit and circulation, and seem to be as free from objection as any paper money that has yet been devised. While the public confidence in the ability of the government to redeem its notes in coin remains they will be universally received. If Congress should dissipate the reserve or provide for an overissue the evil would become apparent by the depredation of the notes and would probably be corrected. There is no use in one Congress trying to guard against abuses of power by another Congress. Congress may, by an abuse of power, destroy the government in many ways, but our government rests upon the presumption that any gross abuse of power would be corrected by popular opinion.

REPEAL THE LEGAL TENDER CLAUSE

CORRESPONDENT-You evidently think the present to be the-best time for the repeal of the legal tender

repealed at the same time that actual resumption commenced, and the sooner it is repealed the better it will be for the country. But I scarcely anticipate that Congress will act upon the subject until after long debate and full consideration. There may be a disposition in both parties to postpone action until after the Presidential election, or, perhaps, until after the decision of the Supreme Court. I think

the subject should be acted upon by Congress before the decision of the Supreme Court is made, for if that should be adverse to the legal tender clause serious embarrassments might be created, which Congress in a law repealing that clause could provide against. I did not feel at liberty as a public officer to consider the bearings of the political question. What I had to do in the report was to express my opinions, leaving Congress to determine when, if ever, they should be acted upon favorably.

Connessonment—What, in your opinion, would be

the effect of the repeal of the legal tender clause?

SECRETARY—I think it would be beneficial to all branches of business. The notes would circulate as now and would be gladly received in preference to gold or silver. Many people who might hesitate to invest in great an torprises requiring long credits, for fear the standard of payment would be depreciated.

HOW THE NEW SYSTEM MIGHT WORK CORRESPONDENT-You do not believe that any harm ould come to any legitimate interest in the country by the repeal of the legal tender clause?

SECRETARY-None at all, with the provisions as to contracts which Congress would naturally add to the repealing clause, and which I have suggested in my report. The banks, as heretofore under existing law, would redeem their circulating notes in United States notes; all existing contracts would be enforced in United States notes and contracts hereafter made would, in practical effect, be paid, as now, in United States notes. A stipulation to pay either gold or silver or lawful money would be enforced by the courts. We would then have a sound financial system based upon coin, but so arranged that the amount of coin country would be utilized to the utmost extent of safety. As I said to you, a national bank system pure and simple could not do this, because the coin reserve would be distributed among two thousand banks, and instead of a great reservoir accessible to banks and instead of a great reservoir accessing to all we would have only a great number of little ponds. On the other hand, a circulation of treasury notes alone would hamper industrial enterprise by a lack of the clasticity which a free banking system so judiciously and safely secures. Combine the two are I have suggested and you have stability, elasticity and safety united and the possibility of an unsafe inflation is pre-vented by the fact that, Treasury notes being no them, because, when redundant, they would flow in for redemption in coin. The limit or \$300,000,000 fixed by the Resumption act I consider to be perfectly safe. But if the present amount should be retained it would be maintained at par with the present reserve. If more currency is needed the banks can supply it. If the amount is too great it will be presented for redemption. There can be no undue contraction of the currency under the system

CORRESPONDENT—Do you think your policy will be adopted by this Congress? SECHETARY—I cannot tell; but I hope so. Whether CONDENT-Do you think your policy will treceives the favor of this Congress or not, I have done my duty in recommending it. I have hope that the republican party, which has always been the supporter of a sound currency, will give its support to this policy. More than this I do not care to say to you now, except to express the belief that not in Congress now, then within a short time not not in Congress now, then within a short time not only the republicans, but all wise and well meaning democrats will stand in favor of the repeal of the legal tender clause, especially in a time of peace, of surplus revenue and of great plenty.

WHAT THE PEOPLE PREFER. the Secretary has in mind a definite financial system, which he believes to have more of the elements of tability and to offer greater safeguards against in lation on the one hand and against sudden crise and financial panies on the other than a system sed entirely either on Treasury notes, as many democrats desire, or on national bank notes, a many republicans prefer. He believes that the stock of coin of the country can be better ma tained in the Sub-Treasury than in the vaults of nu merous and scattered banks. But at the bottom of his thoughts probably is a discrete that the people of this country have become thoroughly accustomed to the use of paper money, that they prefer it, and will continue to prefer it to coin, a more convenient in every way, and that it is the duty of statesmen, therefore, not to combat this preference, but to accept the fact and make it their particular cafe to surround paper currency with such safeguards as will make it always at once redeemable in coin on demand. This, Mr. Sherman plainly thinks, can be done most effectively by the government holding the coin of the country in great reservoir, as he says; and it will be observed that in his report he regards the power under the Resumption act to sell bonds for coin to be an imemergencies to restore the required amount of colu or to check a drain. Security that paper money shall always be redeemable in coin on demand is, of course, of the first importance, and that Mr. Sher man's plan amply provides. A COIN FOUNDATION SHOULD BE SECURED.

The weak spot in the plan would seem to be that

paper money of the country, so long demagogues, ignoramuses and speculators are likely to move Con gress to increase or diminish, for more or le plausible reasons, the volume of the treasury notes egal tender clause such sgitation would soon cease ecause when treasury notes are no longer a lega tender for private debts an increase in th would only cause them to be sent home for redemption, and that the public, knowing this, would not be made uneasy at any movements in Congress. But, whatever faults may be found with Mr. Sherman's plan, the important matter is that it is based on the repeal of the legal tender clause, and in this, at least, all the supporters of a sound and constitutional currency-Senato Bayard and Scuator Hampton, Senator Morrill and General Hawley-can stand together, whether they gree further or not. The abrogation of legal tende will at once set natural laws in operation in the financial system of the country. It will save us from another and wilder inflation. It will disarm the greenbackers, and leave the country and Congress at liberty to discuss the finances on an hon with the certainty that whatever system shall presafest or some other, it will have in any case a coin foundation.

FROM OUR REGULAR CORRESPONDENT

WASHINGTON, Dec. 11, 1879.

PROSPECTS OF HEATED DEBATE OVER THE AP-PROPRIATION BILLS-THE ELECTION LAWS. If an attempt should be made-and many mem pers think it will be-to put political legislation on any of the appropriation bills, the contest will be long and bitter. It is also whispered already that-the effort is to be renewed to reorganize the army on the Army Appropriation bill, and to tack on a bill to transfer the Indian Bureau to the War Department to the Indian Appropriation ooth of which attempts will be fought with des peration. If the present Committee on Appropri-ations get all their bills in a shape to be reported before March, they will have accomplished wonders and done that which no other appropriation committee has ever been able to do in a long session of Congress. Those democrats who have been busy trying to devise means of keeping the more excitab mbers of their party quiet and of avoiding heated debate with republicans have, according to the state-ment of one of them, about concluded that on the bill making appropriations for marshals it will be the national election laws. The democratic side of the House is by no means ready to surrender on this question, and the attempt to impose the restrictions of last session upon the bill will inevitably reopen the question of an extra session.

NEW IDEAS ON THE UTE QUESTION An officer of the army, writing from the Ute coun, try, in a letter received to-day says that the Southern Utes have been quiet from the first and remain so The officers stationed among them have observed no signs of trouble, and all they have seen or heard of

even in the event of trouble, it would be absolutely impossible for troops to push through the mountains. He says that the Indian question in Colorado is rapidly reaching a solution through the flocking in of miners. They are crowding along the borders of the Indian reservaons, and, in many cases, passing well within these limits, and each succeeding company is passing on ahead of previous trespassers. The whole Indian region is found to be very rich in minerals, and this will surely lead, at an early day, to the wresting of

INCREASING IMMIGRATION.

According to the report just made by the Bureau of Statistics, 15,295 immigrants arrived at the port New York during November last, an increase the arrivals of the same month last year of 9,443.

The arrivals for the year ending with November were 1,310,058, an increase of 52,000 over the previous

THE INTEROGRANIC CANAL PROJECT Mr. King, of Louisiana, will to-morrow offer in the House a resolution to appoint a select committee to examine into and report upon a suitable route for an interoceanic ship canal across the American isthmus; also a resolution to print 1,000 copies of explorations and surveys of the American isthmus ade by authority of the government of the United States. These resolutions will give the interoceanic canal project an equal dignity with the leves comnittee, and by Congressional action bring the sub tect directly before people.

DUTIES ON FOREIGN IMPORTS. The Committee on Ways and Means to-day con sidered at length the bill introduced at the extra session by Mr. Wood to amend the acts imposing duties upon foreign imports. The committee, after a fre discussion, resolved to postpone further consideration until a letter is received from the Secretary of the Treasury upon the subject.

UNLOADING FOREIGN VESSELS. The bill reported yesterday from the Committee on Commerce, relative to the unloading of foreign resseis at ports of delivery, was, after further di cussion to-day, recommitted to the committee, where it will probably remain for several months, there being strong opposition to its passag

GENERAL WASHINGTON DESPATCHES.

WASHINGTON, Dec. 11, 1879.

WHERE SHALL THE UTES GO? The Senate Committee on Indian Affairs this morning took up the Ute Indian question as presented by the joint resolution of Senator Hill, of Colorado, providing for negotiations to obtain the consent of the non-hostiles for the extinguishment of their title to the Ute reservation in Colorado, and for thore moval of all the Utes from that State and their "settlement in the Indian Territory or elsewhere." Both of the Colorado Senators appeared before the committee to present their views on this subject. Mr. Teller argued that the Utes as a tribe have forfetted their treaty rights, and that there is therefore no need to obtain their "con sent" to removal. Hence he specially objected to the clause which seemed to imply that such consenis necessary. Mr. Hill informed the committee that ne considered this clause entirely immaterial because "negotiation" implies consent. He therefore had no objection to its being stricken out, for his object was simply to removal of the Utes in most speedy manner practicable, and he believed the mactment of this measure, either with or withou the suggested amendment, would accomplish that purpose. Mr. Teller, in reply, expressed his opinwould be equivalent to giving the Utes notice that they could go or remain, just as they saw fit, and this choice should not be given them. The committee thereupon unanimously agreed to recommend the passage of Mr. Hill's joint resolution, with the single amendment above indicated. It was subsequently reported to the Senate which body, on motion of Senator Cockrell, of Missouri, further amended it by striking out the refer ence to the "Indian Territory" and providing that the negotiations shall be directed toward the settle-ment of the Utes "in some suitable place not in the

Indian Territory."

The text of the joint resolution as passed by the

Senate is as follows:—

Resolved by the Senate and House of Representatives, That the Secretary of the Interior be and he is hereby authorized and empowered, through a commission of five persons to be appointed by the President or by direct negotiations, as he may deem best, to enter into an agreement with such of the Ute Indians in Colorado as have not by acts of hostility against the United States or otherwise forfeited their rights under existing treaties for the extinguishment of their title to their reservation in said State and for their removal and settlement in some suitable place not in the Indian Territory; and that the said Secretary of the Interior shall report his proceedings under this resolution to Congress for its consideration and approval, the expense of such negotiation to be paid by the United States, for Senate is as follows:which purpose the sum of \$10,000 or so much thereof as may be necessary is hereby appro-priated out of any moneys in the Treasury not otherwise appropriated.

THE TRADE MARKS AGITATION

The sub-committee of the House Committee or Manufactures, consisting of Representatives McCoid. Hall and Beale, to-day reported favorably to the ful ommittee on the joint resolution of Mr. McCold. which proposes an amendment to the constitution to give to Congress "for the promotion of trade and nanufactures, and to carry into effect internationa treaties, the power to grant, protect and regulate the exclusive right to adopt and use trade marks. This amendment is to be valid when ratified by the report was unanimously adopted by the full committee and Mr. McCoid was instructed to report the bill in the House at the earliest opportunity.

report was unanimously adopted by the full committee and Mr. McCoid was instructed to report the bill in the House at the earliest opportunity.

The report of the sub-committee which was sent the printer to-day reviews at length the entire subject and leads up to the necessities under our treaty obligations which suggested the present measures. It says:—Congress in the act of 1870 assumed the power to legislate upon trade marks under the provision of the constitution relating to patents and copyrights. Under that act 7,705 trade marks have been granted and the government has received, in fees \$211,750. Treaty obligations have been entered into with Great Britam, Austria, France, Ruskia, Germany, Belgfom and Brazil. All classes of business have awakened to the fact that manufacture and trade require the national and international protection of frade marks. At this juncture the commercial world is astonished to find that the United States alone among the nations has no power to grant and regulate them. This has been finally decided by the Supreme Court at the October term, 1879. Such is shown to be the occasion and the necessity for the proposed amendment. The committee's report discusses two questions in relation to its propriety and necessity:—First—is the subject of sufficient importance to justify the grant of this additional power to the general government? Second—is it a matter which requires the logislative control of the national government instead of the local control of the several States? In response to the first question the committee urge the necessity of protecting the people who are the innocent purchasers of manufactured goods from fraud and impositions, as well as the importance of encouraging the commercial character, inspirius public confidence, energizing our trade and commerce and placing them on an equality with those of other controls in this respect, in short, they would encourage the general use of trade marks as the insignia of honesty and popularity under which the went of the nations h

CHECK ON THE PACIFIC RAILROADS. A general order has just been published at the War Department for the information and government of all concerned, embodying the circular recerning compensation to the following railroads:-Union Pacific, Central Pacific, Kansas Pacific, Cenwar has been in the newspapers. He says that win-ter has set in throughout the Ute region, and that, Pacine Bailroad. The circular quotes section

5,260 of the Revised Statutes, which directs the Secretary of the Treasury to withhold all payment o any railroad company and its assigns on ac of freights or transportation over their respective roads of any kind to the amount of payments made by the United States for interest upon bonds of the United States issued to any such company and which shall not have been reimbursed, together with the ave per cent of net carnings due and unapplied as provided by law, and says:-"In accordance with the bove provision of law no payments will be made, directly or in favor of any of the railroads in question. No person entitled to transportation at the public expense will incur expenditure, therefore, over any of these roads with a view of being reimbursed for anthority an order for such transportation; and the accounting officers of this department will allow any road presenting such order, duly receipted, credit for the amount found due, to be applied as required by law. In case the expense of such transportation is properly payable from any appropria-tion under the control of the Treasury Department the necessary order will be furnished, only by direc-tion of the Secretary of the Treasury." A PECULIAR SCHEME.

In the Senate to-day Mr. Withers presented a novel nemorial, signed by Commodore William B. Whit ing of the United States Navy. The memorialist requests the Senate to authorize the President of he United States to issue a proclamation inviting the governments of all nations on this continent to unite in a confederation for mutual support, offenive and defensive. Each government is main independent in the administration of its own affairs, but to be otherwise subordinate to the general government of the Confederacy, which shall cutive right to declare war, to proclaim peace, to maintain armies and navies and to regu-late commerce. In order to organize this confederacy he suggests the assembling of a grand congress of delegates from each government, who shall draw up a constitution to be submitted for ratification to the nations represented in this Congress, rati-fication by two-thirds to be binding upon the whole The memorialist mentions that "Great Britain has many colonies on this continent which are to-day in peaceful accord with the mother country and desire no separation from it, but it is believed that she will cheerfully relinquish her hold upon them if they wish to join such a confederacy.'. Referred to the Judiciary Committee.

JUDGE M'CRARY. The President has signed the commission of George W. McCrary to be Judge of the Eighth Judicial district. Mr. McCrary said to-day that his business is all up to date and that he is only waiting the arrival of Mr. Ramsey before retiring from the War Department. He expects that Secretary Ramsey will take possession to-morrow. Mr. Ramsey's commis-sion has been signed.

CONFIRMATIONS BY THE SENATE The Senate, in executive session this afternoon, confirmed the nominations of John Hay, of Ohio, to be Assistant Secretary of State, vice F. W. Seward resigned, and Henry Harmon, of New Hampshire, to be Deputy Second Auditor of the Treasury.

WAR DEPARTMENT SALARIES. A general order was issued by the War Department o-day grading the pay of clerks and other employes under the staff departments of the army whose salaries are not fixed by law. There are to be, after January 1, 1880, six classes of clerkships, with \$200 per annum additional pay to each grade, the first grade to receive \$1,000 and the sixth grade \$2,000.

FORTIFICATIONS AND TORPEDOES. The House Committee on Appropriations received and adopted the report of the Sub-committee on Fortifications, which was subsequently reported to the House. It provides for an appropriation of \$225,000 for armament, \$100,000 for fortifications and

COMMERCIAL INTERESTS.

PART RESSION OF THE NATIONAL BOARD OF TRADE - WHAT THE GOVERNMENT SHOULD CONTROL-RECIPROCITY WITH CANADA DE-MANDED. WASHINGTON, Dec. 11, 1879.

The National Board of Trade met at ten o'clock this morning. Various unimportant amendments to the constitution of the Board were adopted. The question of regulation and supervision by the government of interstate transportation of freight and passengers by railroad companies was taken up as the first business on the programme, and consideramade a long and interesting speech on the subject, and finally, on motion of Mr. Thurber, of New York,

Resolved. That in the opinion of this Board it is de-sirable to secure astional logislation upon interessic com-merce by railroad, and that said legislation should em-body the following provisions:

——Frist—To raises special commission or tribunal to secure uniformity and publicity in railway accounts, and pub-licity of railway contracts and transactions.

Second—To suffere provisions securing uniformity of raises and classifications under like circumstances and relative countily where circumstances affer. es and classifications under like circumstances and ative equality where circumstances differ. Newd-Publicity of ratios and prohibition of sudden and itrary changes. ourth-Prevention of extertionate charges and of per-al or local favorites.

The next proposition considered was the expediency of renewing the efforts of the National Board of Trade to procure the enactment by Congress of a na tional bankrupt law. After considerable debate the matter was referred to a special committee, with instruction to report to the meeting of the Board to-

morrow.

The proposition submitted by the Philadelphia Board of Trade advocating the adoption of the cental system was then considered, resulting in the adoption of the following resolution, which was offered by Mr. Kandolph, of Chicago:—

Resolved, That it be recommonded to Congress to provide by law for the adoption of the cental system in the purchase of supplies by the government, the levying and collecting of duties and the compiling of statistics in the case of those commodities to which it may be applicable. collecting of duties and the compiling of statistics in the case of those commodities to which it may be applicable.

The Board then reaffirmed its action previously taken in favor of the establishment of a department of commerce, as a branch of the general government, under a minister or secretary, who shall be a member of the Cabine, and adopted a resolution calling the attention of the government again to the light duties collected by Grest Britain on shipping, with a view to the opening of diplomatic correspondence looking to their discontinuance. After a very general cebate on the subject of existing trade relations of the United States and with the Dominion of Canada, on motion of Mr. Kemble, of Boston, the following preamble and resolutions were agreed to:—
Whereas it is believed to be desirable that reciprocal

on motion of Mr. Kemble, of Boston, the following preamble and resolutions were agreed to:—

Whereas it is believed to be desirable that reciprocal trade relations should exist between the United States and the Dominion of Canada whonever such relations can be established upon a fair and equitable basis; therefore Resolved, That a committee of five members of this Board be appointed to urge upon Congress the importance of authorising the President to appoint a commission whose duty it shall be to meet a like commission whonever it shall be appointed by the government of Great British, and consider jointly with said British commission the subject of reciprocal trade can be negotiated and concluded for the mutual benefit of the people of the United States and the Dominion of Canada.

Resolved, That this committee is hereby instructed to report its doings at the next meeting of this Board.

A proposition embodying a resolution regarding ocean mail service by American built steamships, which was submitted by the Philadelphis Board of Trade, was then taken up, and without debate was indefinitely postponed.

The question of the jurisdiction of the general government over all navigable waters within the limits of the United States was the next business in order, and was discussed at considerable length, resulting in the adoption of a resolution prop red by the Philadelphis Board of Trade, the text of which is as follows:—

the Philadelphia Board of Trade, the text of which is as follows—

Resolved, That the general government shall assert and define its jurisdiction over the navigable waters of the country—its lakes, rivers, bays and harbors.

The following committee of ten members, of which the president of the Board is chairman, was appointed to confer with the Committee on Commerce of the House of Representatives at ten o'clock tomorrow morning on matters relating to the commerce of the country:—Messra, Fraley, of Philadelphia; Thurber and Stranahan, of New York; Ropes, Bates and Hill, of Boaton; Egan, of Chicago; McLaren, of Milwaukee; Middleton, of Baltimore, Anderson, of Portland, and Dorr, of Buffalo. A permanent Committee on Reciprocity was appointed. The Board, at five P. M., adjourned until tomorrow at one o'clock.

Several telegrams were received by Mr. Hamilton Hill, the accretary of the Board, to-day denouncing the proposition looking to a union between the National Board to dismiss the proposition forthwith. This question was decided at a meeting of the conference committees of the respective boards last night and a permanent member of the National Board is authority for the statement that there never has been the alightest prospect of a union of any kind between the two organizations. The appointment of a conference committee by the National Board at the request of the

FOR THE HARBOR'S PROTECTION.

GENERAL APPROVAL OF SENATOR CONKLING'S BILL AGAINST DUMPING REFUSE IN NEW YORK BAY-VIEWS OF THE MAYOR AND OFFICIALS CONCERNED.

The introduction of the New York Harbor bill in Congress on Wednesday by Senator Conkling created decided sensation in this city throughout maritime and commercial circles yesterday. That the credit of bringing about this reform is due solely to the HERALD was not denied by any one. In the face of its investigations and exposures, coupled with the legal data in the matter, it was a puzzle many interested parties to understand w serious breaches of the law had so long been permitted to occur. the facts were presented the members of the department concerned made answer that they were hindered by lack of authority. They claimed that the State laws on the subject were too vague on the question of their jurisdiction and that the class of succinctly. Although Attorney General Schoon macher agreed with the Henald that there was abun dant ground for the prosecution of the guilty officials and sufficient authority conferred on the Shore Inspector to perform the duties of his office, still no action was taken. When the HERALD exposure was made Governor Robinson, however, ordered Mr. Hopkins to appear before him to answer charges of official misdemeanor.

In order to avoid any possibility of excuse for der eliction of duty it was then suggested that the United States authorities should take charge of the whole question of dumping refuse in the h whole question of dumping refuse in the harbor. As it has jurisdiction over the entire sea wall no complications, it was argued, could possibly arise under a statute giving the general government power to act. The bill presented by Mr. Conkling provides that no refuse shall be dumped within five miles of Coney Island or Sandy Hook. This point is just a mile outside of the limit fixed by the Pilot Commissioners' bill, which failed to pass at Albany last winter. A line drawn on the chart directly from Long Branch to Far Rockaway crosses the point inside of which it will be illegal to dump refuse. It is just two miles inside of the outer lightship. The refuse dumped at this place would escape the chb and flow tides of New York Bay, and none of it, it is believed, would return to the city or create a nuisance on the beach at Coney Eisland and Rockaway. But the foul matter would not, it is feared, be thoroughly disposed of even then. The Guif Stream passes upward at the rate of about three miles an hour, and the counter current settling southward along the coast has nearly one-third of that momentum. The refuse would be dumped in the portion or this current which sets southwesterly. Consequently, the matter would be strewn thickly along the coast of Jersey to the injury of all the small towns on the coast. According to information given to a HraalD reporter by an expert the only way to carry the dumpings out to sea effectively is to carry them out beyond the lightship, where they would work into the current of the Guif Stream and Casappear forever.

A reporter visited the office of the Pilot Commis-As it has jurisdiction over the entire sea wall no

porter by an expert the only way to carry the dumpings out to see effectively is to carry them out beyond the lightship, where they would work into the current of the Gulf Stream and disappear forever.

A reporter visited the office of the Pilet Commissioners yesiorday to learn how Mr. Conkling's measure was received. President Ambrose Snow was at Washington, representing the Board of Trade, but will use his influence to have the harbor bill passed. Mr. D. A. Nash, the secretary of the Board informed the reporter that the Commissioners were not aware that any bill was to be presented at Washington. "I attribute it," said he, "to Mr. John G. Schumaker, who has been very much interested in the matter, and has worked actively to bring about a feeling in favor of such a measure. Of course nothing could have been done in this direction if the Herald had not made such a prodigious effort to save the harbor from destruction. It is a proof of the tramendous power of the press when exercised in the right direction. As for the bill itself, I think it is excellent. The United States government was the only power that had enough authority to prevent the ruin of New York Bay, for the State and city authorities are careful not to overstep their powers or jurisdiction. The general tenor of the bill is identical with that of the bill which the steamboat men defeated at Albany last year. The only means by which the provisions of the new bill could be carried out would be by the nappropriation to build these vessels and will be presented at the next session.

Captain Conway, the harbor inspector, said that he was delighted that such a prominent man as Mr. Conkling had taken up the movement and was about to champion it. The appointment of a corps of special officers to enforce the laws would operate well. Nothing was so destrable as an efficient harbor police, and when they came in the form of United States government deputies there could be no doubt as to the result. Captain Conway did not think that there was any possible looph country is under congations to the REBLAID for the fearless and masterly manner in which it exposed the abuses which have nearly closed up New York from the commerce of Europe and the world. The new bill is just what is wanted to put a stop to everything tending to close up the channels of navigation. I do not think that my office will be any the less necessary as the State and general government can co-operate in righting the violators of the law. There is one weak point in the measure. It does not mention where the money will come from for the salaries of the special harbor police. But in all other respects the bill is perfect. All we need now is an appropriation from the State Legislature for sufficient money to construct steam barges in which the street sweepings and slip dredgings can be towed out to sea. At present there are no violations occurring that we know of. The severe lesson given the offenders by the Heraald will not soon be forgottem."

Commissioner Marshall stated that he was taken by surprise at the presentation of the new bill of Mr. Conkling. He was confident that it would pass.

Mayor Cooper said to the reporter that he had

Commissioner Marsani stated that he was taken by surprise at the presentation of the new bill of Mr. Conkling. He was confident that it would pass. THE MAYOR'S OPINION.

Mayor Cooper said to the reporter that he had not been consulted by Mr. Conkling as to the advisability of the projected act. "I am in tavor," said he, "of any measure which will save New York harbor from being closed up. It is one of the most important questions which affects New York city and must have the support of all the business men and citizens." The Mayor, in answer to an inquiry as to what means he recommended to insure the cheapest disposition of the refuse of the city, said that several plans had been submitted to him. He was in tavor of increasing the apparatus of the city for that purpose, but had not fully considered the subject yet. The hopper barges required dumping boards similar to coal "shutes." A large number of these dumps would save a great deal of expense in cartage when the refuse was gathered. But the expense of erecting these dumps and the rents of the dock they would occupy were to be considered on the other hand. Besides, the theory of utilizing the waste and garbage for fertilizing land had not yet been refuted. Mr. Cooper, however, would not commit himself as in favor of either plan until some formal action was taken by the city authorities to make a selection.

The Dock Commissioners declared themselves in Tavor of the passage of the harbor bill, as it would relieve them from the responsibility of prosecuting their contractors, and would settle all questions of increase satisfaction that Congress was about to come to the relief of the shipping and commercial interests of New York. It was asserted that the North Atlantic Steam Traffic Conference was supporting the bill, and that it was presented at its request.

WONDERFUL CHESS PLAYING.

In the parlors of the Manhattan Chess Club, last evening, there was an unusually interesting exhibit tion of skill, which attracted a number of ches players in addition to the members. Captain George H. Mackenzie engaged nineteen players at once. The intention was to have twenty games made, but the twentieth man was not found bold enough to enter the lists. The tagames made, but the weetstein man was mot found boid enough to enter the lists. The tables were set in a hollow square, in the centre of which the champion took his position. On the outside were seated Messrs. Stamper, Ward, Bledom, Gedalis, Nye and otherwell known players, who ventured the trial sgainst one-nineteenth of the Captain's powers. The openings were made rapidly in the usual way, and the interest of the games was speedily developed. The Captain moved rapidly from board to board, evidently taking the position of each game as a separate problem each time he returned to it. Whether he thus studied a series of problems, or whether he kept the nineteen games in his head as games, he rapidity of his play was equally marvellous. In almost every case a glance was enough, and frequently when his opponent having anticipated his move, made the next at once, the Captain as he moved away from the board made the next movement without an instant's pause. The number of the games rapidly decreased after an hour, the most of them being won by Captain Mackenzie. Mr. Gedalia and Mr. Nye won, but the others went down one by one. The last game was finished at a quarter to twelve P. M., or three hours and three quarters time. Captain Mackenzie won fifteen out of the mineteen games, Mr. Nye and Mr. Gedalis each winning one and Mr. Ward and Mr. Policok obtaining each a draw.

SEEKING RAPID TRANSIT.

Progress of the Movement for a Surface Road in the Annexed District.

THE CITIZENS' PLAN NOT APPROVED.

Commissioners Willing to Favor Only Routes Selected by Themselves.

Ittner's Hotel, in Tremont, was crowded last evening by a very enthusiastic assemblage of interested citizens of the annexed district. The report of the ommittee appointed a week ago to confer with the Rapid Transit Commission was the principal feature of the meeting. Mr. Schwab, one of the commissioners, was present. All the leading represent tives among the property holders of the Twenty-third and Twenty-fourth wards occupied eats in the hall when the meeting was order. At eight o'clock Mr. Leonard Jerome, the chairman, opened proceedings by calling upon Judgo Tappan, the chairman of the com-mittee appointed to wait upon the Rapid his report. Transit Commissioners, for Judge stepped upon the platform and gave the report as follows:-"The committee waited upon the commission, which is composed of Messrs, R. M. Hoe, John J. Crane, W. J. Olliffes Charles L. Perkins and Gustav Schwab. The following gentlemen of the committee were present:-Horace B. Claffin, Pierre Lorillard, David Lydig, Judge Tappan, Andrew Findlay, William G. Ackerman, J. V. Traphagen, William L. Andrews, Theodore Moss, Duniel R. Kendall, Charles W. Bathgate, John Kisby, Thomas Morris, William Davis, John B. Has kin, W. W. Niles, Colonel Lawrence Kip, Henry J. Purroy and Leonard Jerome, The committee stated to the commission that the maps, plans and estimates of a route from the Har-lem River, opposite Second avenue, along Railroad see newer, opposite Second avenue, along mairroad avenue to Woodlawn would be the least injurious to property, and would at once accommodate the great bulk of the travel in the annexed district. The commission was respectfully requested to adopt the route and proceed to organize a company to construct a road with suitable provisions for bridges, trains, fares and other matters in the interest of the public."

A full and froe discussion ensued, in which the chairman, Mr. Hoe, space for the commission, and various members of the Committee of Citizens ofered their views, and the commission, through their chairman, Mr. Hoe, stated that they would not favor any such route, and would only favor certain of the routes solected by themselves and by the first commission, although we represented and insisted that such routes failed to meet the public expectation or convenience in any degree.

The view of the second commission this stated were

to delude the people.

The communication sent by the chairman of the second commission to Mayor Cooper on Wednesday, December 10 is of the same character and for the same purpose, and by being carefully read it will be seen that it means nothing but delay, and is a retieration of their declaration to the committee to adhere to the lines isid down by the old com-

Bis opersons, whose views are in harmony with the foregoing report.

DISCUSSING THE REPORT,

When the report of the committee was read there was quite a commotion in the meeting. People jumped up and offered resolutions to the effect that the report of the committee should be accepted, excepting the resolution. Now, this was the epitome of the committee's work and the principal members were not inclined to surrender it. Judge Tappan advocated it warmly and Mr. Jerome spoke in warm terms in favor of it. He spoke of Mr. Lewis Brown, who was on the original committee, as being unalterably opposed to the interests of rapid transit in the anexed district, and being a friend of the old Rapid Transit Commission.

Mr. Francus asked of the committee some pertinent questions. He wished to know whether they should give rapid transit in the true sense of the word. Suppose Railroad avenue should be widened and a rapid transit road should be placed siongside the Harlem Railroad, would it be constructed without any interference with the rights of property owners, and would it really give the afflicted ones beyond the Harlem River rapid transit?

Mr. Jerowe assured the speaker that all his desires would be fulfied according to the projects of the committee.

Mr. Tarnagage, one of the committee, said that

sires would be fulfied according to the projects of the committee.

Mr. Thaphagen, one of the committee, said that his ideas had undergone a decided change since his conference with the Commissioners. He found that they were gentlemen of character and standing, and that they had sent in a report to the Mayor. He counselled a postponement of action until the Supreme Court had decided upon the rival claims of the two commissions appointed by Mayor Cooper. At all events a surface read would not mest the wants of the citizens of the annexed district. Mr. Crane heartily indersed Mr. Traphagen's views. In spite of this opposition the report of the committee was enthusiastically adopted.

Judge Tappan said that the interview with the Commissioners proved that the interview with the

Commissioners proved that they were bitterly opposed to rapid transit on the Railroad avenue line.

Mr. Tranhaden replied that he did not understand
anything of the kind.

Then came Mr. John B. Haskin. The speaked
entirely indorsed Mr. Jerome and the committee.

The meeting adjourned at a late hour.

ELEVATED RAILWAY EARNINGS.

The following is the report of the New York Ele ated Railroad, as compared with the report of las

| MP:- | 1878. | 1879. |
|--|------------------------|--|
| apital stock | 4,253,425 3,190,125 | \$10,000,000 6,500,000 6,500,000 |
| sintenance. pairs and machinery. perating road | 229,907 | 13,410,111 51,456 74,456 1,045,425 |
| rom passengers. ew privileges. terest. ew York Herald. sil transportation. gn, and advertising | 1,540 251 | 2,233,40 1,55 1,90 1,09 |
| Totals | \$429,988 | \$2,239,48 |
| ansportation expensesterestvidendsvidendsvry bork cityvrplus fund | | \$1,171,938 477,711 533,92 27,811 28,639 |
| | | |